

SEPTEMBER 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS



"El Diablo"
1965 Falcon Sprint Convertible
David Newton
Syracuse, Utah

ON THE COVER

David Newton (FCA #15724) of Syracuse, Utah didn't start out to buy a Falcon. He was looking for a project for someone else. He had planned on building a Track T with a Speedway Motors frame and body and had gone so far as to buy a used Mustang II front end and a Pontiac slant four engine.

He happened to go look at a couple of Falcon Sprint hardtops. The Sprints were fine but there was also a convertible there in sad shape. He soon found out it too was a 1965 Sprint with a certificate of authenticity and discovered how rare the car really is.

He thought he could restore it, but it was not easy, and he learned a lot during the process. It turned out to be a beautiful car and he named it "El Diablo" meaning Red Dragon. Read his story on page 12.

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To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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CALENDAR OF EVENTS



July 7-10, 2021

2021 Falcon Nationals

Irving, Texas

Hosted by Heart of Texas Chapter

October 2021

CHANGED DATE

Pacific Regional

Sacramento, California

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

THE
NATIONAL
Falcon
NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

These days we are spending little time together in our customary manner, monthly chapter meetings, car shows, our regional meets and of course our national meet. It is inspiring to read your comments on Facebook and in e-mail about your missing these chances to be together. There is a tendency to take some things for granted and it is good to hear and read the Falcon family reminisce about past events, post pictures and look forward to next time.

The value of this club is much more than the sharing of our appreciation and history of the beloved Falcons and Rancheros. These automobiles have brought us together to form long standing relationships. We care about being together and we care for the good health and safety of each other.

We are in a time when we have been forced to remain apart for our health and safety, but there will be a time, very soon I hope, when we will be together again and we will be building more relationships, enjoy more sharing of our cars, making more memories and enjoying each other's presence in our customary healthy and safe way.

Until then, pick up the phone, send a comment on the Internet, send a letter or an e-mail, check in on the ones you haven't heard from. Put a little more wax on that ride.

Be patient and stay healthy and safe.

—Jim (FCA #12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469

60 YEARS OF FORD FALCONS



Happy birthday wishes go out to our 1961 models as we usher in a new year of anniversaries. This 1961 Ranchero is owned by Eddie Chitwood of Warrensburg, Missouri.

The Ford Falcon was introduced on September 2, 1959 so this year we are concluding the 60th year of these great little birds. In the past year, we have featured a series of articles on production numbers of the Falcons, written by FCA Internet Director Wally Tirado. While we didn't get to throw a birthday bash this year for our guests of honor, we will celebrate this anniversary with an overview of the Falcon's substantial history and legacy.

The front-engine, rear-drive six passenger compact car produced by Ford from 1959 to 1970, spanned three generations.

First generation, 1960–1963

The Falcon was a game-changer—one of several cars on the front wave of a shift to smaller, more economical American cars. At least three new compacts hit the market in late 1959—the Chevrolet Corvair, the Plymouth

Valiant, and the Ford Falcon. The Falcon was probably the most conservative, but soon established itself as the leading seller of the segment. “The New Size Ford” was promoted for its economy—both at the pump, and for its price.

The 1960 Falcon was powered by a small, lightweight 95 hp, 144 CID straight-six with a single-barrel carburetor. Unibody construction accommodated coil springs front suspension, leaf spring rear suspension

and drum brakes front and rear. A three-speed manual column shift was standard, and the two-speed Ford-O-Matic automatic was optional. There was room for six passengers. Body styles included two- and four-door sedans, two- or four-door station wagons, and the Ranchero car-based pickup, transferred onto the Falcon platform for 1960 from the Fairlane. The Comet, originally intended for the defunct Edsel marque and based on the 1960 Falcon, was launched in the U.S. in March 1960. By 1962 the Comet adopted more Mercury-based styling and was folded into the Mercury line as the Mercury Comet.

The Falcon was such a hit at home—over a million sold by the end of the second year—that Ford's overseas branches, including Australia and Canada, wanted their own. The Falcon would become the first Ford to be truly manufactured in Australia. To begin they were copies of their American cousins, albeit with right-hand drive, but eventually, they took on an Aussie personality and ultimately, millions were sold.

In 1960, Ford's Canadian subsidiary introduced the Frontenac. It was designed to give Mercury Meteor dealers a smaller model to sell, since the Comet was originally intended as an Edsel, which was sold by Ford Monarch dealers. Produced for the 1960 model year only, the Frontenac was essentially a rebadged 1960 Falcon with its own unique grille, tail lights, and external trim, including red maple-leaf insignia. Despite strong sales the Frontenac was discontinued and replaced by the Comet for 1961.

It didn't take long for performance buffs to notice the size and weight of a compact translated into potential that could never be realized in a two-ton full size car. During the 1960 Dayton Speed Week races, two modified Falcons with three two-barrel Holly carburetors

and 9.4:1 heads were entered in the compact car race. These cars showed 140 horsepower and zero to 60 acceleration in 10.8 seconds. The engine modification was a proposed factory performance kit. The Falcons were outclassed by larger engineered Valiant and the kit was scrapped. Additional attempts to race and muscle up the new Falcon continued and have continued ever since.

The 1961 model year introduced an optional 101 hp, 170 CID six, and the sedan delivery was introduced, as well as the new bucket-seat Futura. The popular Monza bucket-seat coupe was a success in the auto market, to which Ford responded with the introduction of the Futura. Sportiness began to be spoken of with the Spring 1961 arrival of the Futura, featuring a bucket seat and console interior.

The Econoline included a van, a bus, and a pickup—each with two different trim options. It was developed in response to Volkswagen's utility vehicles. The Econolines were built on a 90-inch wheelbase and used the Falcon 85 horsepower 144.3-inch engine. They were all assembled at the Lorain, Ohio plant and became an immediate sales hit.

Falcon sales were huge, with nearly a million Falcons built in the first two years alone. An advertising campaign featured Charlie Brown and Lucy from the Peanuts comic strip, which remained until 1965.



The New-Size Ford . . . the Falcon is the most thoroughly proved new car ever introduced to the American public. After a three-year and three-million-mile testing and development program, it gave an amazing demonstration of its worthiness in *Experience Run, U.S.A.*, over every last mile of numbered Federal Highways. Results? The Falcon proved that it's the easiest car in the world to own, to run, to maintain.

The Falcon is designed for those who seek a beautifully proportioned new car that seats six with ease, yet is priced lower than any full-size car in recent years. It's sized to handle and park like a "small" car . . . powered to pass and climb like a "big" car . . . built to save you trouble and money like *no* other car.

Servicing is easier, quicker and lower-cost . . . and it's available at *any* of the nearly 7000 Ford Dealers across the nation.

Inside, the dimensions compare favorably with many of the "big" cars. And the foam-padded front seats are chair-high so legs aren't cramped.

And for those who like an extra touch of luxury, optional deluxe interior and exterior trim is available to make your Falcon even more distinctive.

Ford boasted of the good fuel economy achieved by the six-cylinder Ford Falcon models in advertising. The fuel economy was good—claiming 30 mpg, which was good compared to other American cars at the time.

For 1962, the midyear arrival of a four-speed option and new Sports Futura were noteworthy. When the 1963 models debuted in the fall of 1962, the big news was the first Falcon convertible. The 1962 model year had a Squire model of the four-door station wagon with faux wood trim on the sides. The bucket-seat "Futura" model was offered with a slightly upgraded interior, factory-installed safety belts, different side trim, and different emblems. Also introduced in 1962 were the Ford Falcon Club Wagon and Deluxe Club Wagon, an eight-passenger, flat-front, van.

In early 1962 Holman & Moody prepared a 1962 Falcon two-door sedan to run in the Sebring, Florida race. The car finished last in the Sebring, but its power and handling were impressive. The modifications made to it were used as a forerunner to the 1963 Falcon Monte Carlo racers.

Continued on page 6

60 YEARS OF FORD FALCONS

Continued from page 5

In 1963, even more models were available. There was now a four-door Futura and a Deluxe wagon. Futura Convertible and Futura Sports Convertible models were also included in the 1963 range. Later, hardtops and the new "Sprint" model were introduced. In February, a trio of 1963½ introductions hit the market. A new two-door hardtop, the first Falcon V-8, and the sporty Sprint package. Falcon was the first in its market segment to offer eight-cylinder power with 260 cubic inches and 164 horses. These cars were produced in very limited numbers. These first-generation Falcon Sprint cars were the basis for the 1964½ Mustangs released by Ford one year later. Total production for the first generation of Falcon was over 1.5 million units.

In January 1963, Ford wanted to make a change from their image of low performance cars to an emphasis of speed. Filled with Cobra modifications, modifications in the shocks, rear springs, and a limited slip differential with 4.51 gears, the Falcon was ready for Monte Carlo. Gaining lots of publicity for Ford, the Falcons won all six special all-out speed stages covering 90 miles of the toughest roads in Europe. This marked the first time one car make had won all the special stages.

Second generation, 1964-1965

The Falcon went through its first complete makeover in the 1964 offering. A new, faster looking Gen II body was introduced with arrow-like moldings extending back from the headlights to the tail. It now featured the new "square body" styling. More chiseled and square-edged than its predecessor, the car appeared larger than before, though in actuality it was



FALCON SPRINT HARDTOP

See what you can get for the price of a **Falcon!**
A million dollars worth of good looks.
A lively 260 V-8.
Performance that makes you forget
it's a compact.
Low cost that reminds you it is.



TRY **TOTAL PERFORMANCE**
FOR A CHANGE!

FORD
Falcon • Fairlane • Ford • Thunderbird

only incrementally larger. The Sprint continued as the sportiest offering, in both hardtop and convertible form. The Sprint Package gave the Falcon the Fairlane's 260 V-8, a stiffer suspension, and a louder exhaust. Front suspension was coil springs pivot-mounted on upper arms plus double-acting absorbers. Six-cylinder cars had four-lug hubs with 13-inch steel wheels; V-8 cars had five-lug wheels. A large variety of body styles continued with two sedans, two wagons, sedan deliveries, Rancheros, convertibles, hardtops, and vans. A 200

ci six-cylinder arrived in 1964, while the 289 followed in 1965.

TV commercials now used the character Hazel as well as the Peanuts cartoon characters. The Ford Motor Company was a sponsor of the show, and also sponsored The Ford Show during the late 1950s.

For 1965, changes were minimal, including a simpler grille and revised side trim on deluxe models. Production ended on June 26, 1965, for convertible Falcons. A padded instrument panel, power steering, power brakes, a radio,

a remote-control trunk release, and a parking brake warning light were optional. A three-speed Cruise-O-Matic automatic transmission was available. Front seat belts were standard.

Falcon sales in general, and Sprints in particular, took a big hit with the introduction of the Mustang. It was a fact that dramatically influenced the product lineup during the following five years. Total production for 1964–65 was around 430,000.

Third generation, 1966–1970½

In late 1965, Ford launched the third generation Falcon, based on a shortened Fairlane platform with revised styling. 1968 was the first model year for the square tail lights. At the top of the line was the highly-trimmed Futura Sports Coupe, which featured chrome side window frames, giving this two-door sedan the look of a hardtop. It also featured a premium all-vinyl interior. Large “Sports Coupe” script on the “C” pillar was borrowed from the 1964–65 Fairlane Sports Coupe. The heater-defroster became standard. Brakes were nine-inch for six-cylinder Falcons, and 10-inch for V-8s. The two-door hardtop and convertible were dropped, while the station wagon and Ranchero were moved to a larger platform shared with the contemporary Fairlane. The Ranchero left the Falcon line and adopted the Fairlane’s front sheet metal for 1967.

1967 models were mostly the same as the 1966 models, but more Federally-mandated safety equipment was added, including a dual-circuit brake system, energy-absorbing steering wheel with a large, padded center hub, four-way flashers, soft interior panels, and mountings for front shoulder belts which were available as an option. A reminder light was added for the seatbelts. 1968 and 1969 Falcons got new side marker lights or reflectors, front

I said: “What I want is a rich-feeling limousine that drives like a perky sports car and is easy to park and doesn’t cost very much—particularly since it is strong enough to last a long time. And uses very little gas.”



He said:
“Lady, you just
ordered a Falcon!”
(People call it the short limousine.)

You're ahead in a Ford



outboard shoulder belts, and headrests for cars built after January 1, 1969. The basic body and mechanical specifications remained the same as 1966–67 models.

The Falcon Station Bus, Standard Club, and Deluxe Club wagons were offered through 1967, virtually unchanged. Their six-door accessibility and a flat level floor—almost nine feet from front to rear—gave them an unmatched versatility.

On January 1, 1970, the Falcon name was transferred to a subseries of the Fairlane and marketed as the Falcon 1970½. It was available as a two-door

sedan, four-door sedan, and four-door wagon. The car was available with the full range of Fairlane/Torino powertrains, ranging from the standard 250 cubic-inch six-cylinder and 302 cubic-inch V8 all the way to the 429 Cobra Jet V8.

The Falcon has influenced numerous other makes and withstood the test of time, becoming a cherished classic car. How many are still on the road, in some form of regeneration, tucked away in barns, or sadly sitting in junk yards? Nobody can say for sure. We will keep driving them and keep celebrating. Here's to year 61 of our Ford Falcons!

WHEN IS A FALCON **NOT** A FALCON?



It is mostly already known here in the U.S. that in 1960, Ford of Canada introduced the Frontenac to give Mercury-Meteor dealers a compact vehicle to sell. It was a separate marque with its own unique grille, tail lights, and external trim, including red maple-leaf insignia. The Canadian model was discontinued from the domestic market and replaced by the Comet for the 1961. Various variations of the Falcon were also manufactured in Argentina, Australia, Chile, and Mexico.

In 1960, the “Falcon” was produced by Ford of Mexico from 1960–1964 as the Ford 200. A small bicycle manufacturer had trademarked the name “Falcon” in Mexico so Ford could not use the name. Later a deal was struck with manufacturer and the “200” was renamed Falcon from 1965 through the 1971 Falcon Maverick.

This 1963 Ford 200 was recently sold by Fernando Rico Torrijos from Cuautitlán Izcalli, Mexico for 98,000 Pesos (\$4,131.15). The 200 is powered by the 260 c.i.d. V-8 engine backed by the three-speed manual transmission.

From the pictures, notice the absence of the “Falcon” name. The bird emblem still appears. The exterior prominently display bumper guards. While not required by Mexico they apparently appeared on all Ford of Mexico to meet some other Mexican regulation. The car appears in “Futura” trim and with heater delete. Gauges are worded in English but the speedometer displays in Kilometers.

—Wally Tirado (FCA # 5178)
Plano, Texas



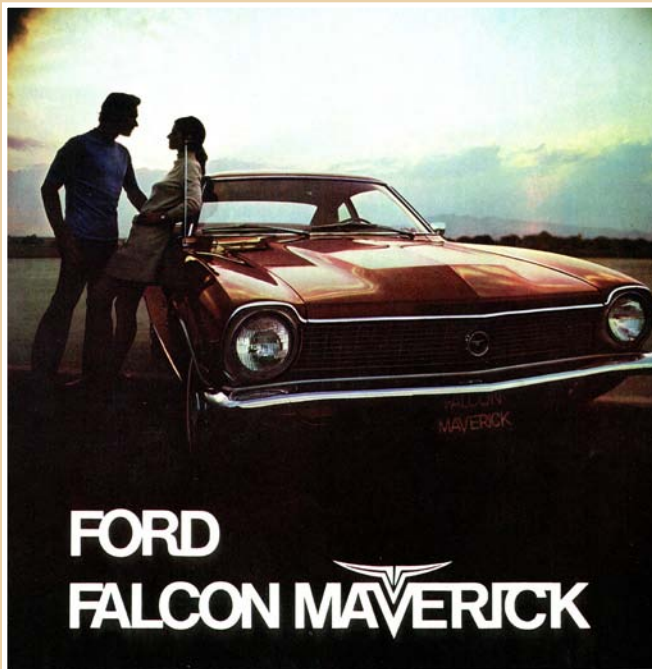
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WHEN IS A FALCON NOT A FALCON?

Continued from page 9



Cover from 1963 200 Brochure



Cover from 1971 Falcon Maverick Brochure



para los que saben vivir... y vivir bien **FORD 200**

Su modernísimo diseño está inspirado en el Ford Thunderbird. Su potente motor es el ideal para cualquier condición de manejo. Es el coche que, por su arraigo en México... y su gran éxito en el mundo, ha hecho posible que se vendan más de 1,500,000 unidades. Esto garantiza plenamente su inversión y conserva al máximo su valor comercial. Por lo que hace a su lubricación... ¡ni qué preocuparse! sólo es necesaria dos veces al año, bajo condiciones normales de manejo. FORD 200, con garantía de un año ó 20,000 kilómetros.



Ford Motor Company, S.A. Y SUS 118 CONCESIONARIOS EN 97 CIUDADES.

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From 1963 200 Advertisement:
"for those who that know how to live...and live well Ford 200."



Page from 1960 Frontenac Brochure

WE SAY GOODBYE

One of the sad results of no local club meetings, cancelled regionals and our National Meet, we may have lost members that we don't know about.

Let this be a reminder to follow up on those Falcon friends you haven't heard from and make sure they are okay.

Our condolences to both families in their losses.

Mr. Guthrie,

I would like to thank you for our conversation the other day. I expected a short exchange to explain the reason Bill wasn't renewing his membership. Instead, I had the opportunity to remember the great relationships he had because of Falcons. I am honored that you asked me to write a summary for your next Falcon News. As I was writing, I recalled lots of things I had forgotten. It was good therapy!

A long-time Falcon Club member, Bill Gaborko has passed away. He lived in Hesperia, California where he worked on Falcons most days in his garage. Besides car and car parts, Bill maintained a library of books and magazines about Falcons including the monthly FCA books. He made many Falcon friends all over the country and even a couple from Australia.

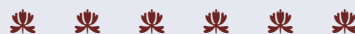
He favored '63, '64, and '65 Falcons, but his favorite car was a blue '65 sprint convertible. He took it to Fabulous Fords Forever in Anaheim, California where he was asked by a national car magazine to be included in the top 40 Fords in the country. He attended several regionals and FCA National Meets. The most memorable was Charlottesville where he was able to drive his convertible around the NASCAR speedway.

His business card referred to Bill as the Ford Falcon Fanatic. He will be missed.

—Mary Gaborko

His wife Mary Gaborko would welcome your memories of Bill and his love of Falcons sent to her email address: marygaborko@yahoo.com.

Bill Gaborko (FCA #4091)



Les Bateman (FCA #15738)

It is with a heavy heart that I inform you that we have lost, a few months ago, our friend and beloved car club member, Les Bateman of Sherman Oaks, California.

I have noticed that his name has not appeared in the National magazine so I wanted to contact you and see if he could be remembered in the next printing.

Thanks you.

—Patrick J. Hall
President, So Cal Falcons



EL DIABLO ROJO

DAVID NEWTON'S
1965 SPRINT CONVERTIBLE





I didn't start out to buy a Falcon. Actually I was looking for a project for someone else.

During the past year I had planned on building a Track T with a Speedway Motors frame and body. I went so far as to buy a used Mustang II front end and a Pontiac slant four engine that I got cheap, only \$40.

A local guy had advertised a couple of Falcon Sprint hardtops from 1964 and 1965 so I went to take a look. The Sprints were fine but at my feet was a convertible. It was in sad shape, no hood, no doors, no trunk lid, no wheels, one rear leaf spring and rust everywhere. However he said that he did have most all of the parts.

But I had to have it so we talked price, which seemed fair at the time. Then and only then did I find out it was a 1965 Sprint Convertible. He showed me a certificate of authenticity with the production numbers—300, how many were left—38, and how many were in the State of Utah—three.

I really bit off more than I could chew. However I had previously restored a 1965 El Camino, a 1967 Camaro convertible, a 1958 Ford Custom 300, and a 1957 Chevy 210 so I thought I could do it. The hardest part was cutting and patching the numerous rust holes in the floors. I knew I could buy a regular floorboard assembly, but I didn't know where to

get a convertible floor. My grandson and I learned how to MIG weld rusty metal and also how to treat the remaining rust.

Upon disassembly of the original 289 I discovered deep rust in all the cylinders. It would have required numerous sleeves. So the search went on for a replacement. I found a 1983 302 and bought it not knowing that Ford had two different balances. The 289 had a 28-ounce and the 302 had a 50-ounce. So missing parts could and did turn out to be a nightmare. Thanks to Summit Racing I got all the right parts and went to work. It should have bolted right in, wrong!

Continued on page 14

EL DIABLO ROJO

Continued from page 13



It took a lot of juggling to get it to fit, then the gremlins of the exhaust manifolds kicked in. One was cracked. At this point I should have put a set of headers on it. But I wanted to keep it mostly original.

It seemed like for every step forward there were two steps back. Then came the column shift linkage for the three-speed manual transmission. I could get first and reverse, or second and third, but not all of them. I thought I had it figured out with a floor shifter, only to find the pattern was reversed. I should have left it that as a theft deterrent. But no, I had to have it right and nobody made parts for three-speed floor linkage anymore. It took me a few years to

get it right by making my own parts and buying some shifter parts from a fellow Falconer in Nebraska.

My wife wouldn't let me paint it in our garage because she saw the mess I made last time, so it went out and the shop did a fine job. The interior was done by me with a kit from Mac's. Now I was ready for some cruising. However I didn't put the top on right away, a big mistake. It rained cats and dogs at one show me and the car were soaked.

The culmination of all this work was when I was able to drive it to Winter Park, Colorado for the National Meet in July 2019. It was not without problems but we made the 1,000 mile round trip and had

a blast doing it. A friend followed me in his new Toyota Four Runner. However I beat him back home on the return trip.

While at the Nationals, a young man asked me what the name of my car was. I had never thought of naming it. He suggested Rojo as that was Spanish for red. It stuck and I thank him for it. However never one to leave well enough alone, I added El Diablo Rojo, or the red devil.

I love the car and also love that almost nobody has one like it.

P.S. The whole restoration would have been a lot easier if I had joined the Falcon Club first.

—David Newton (FCA #15724)
Syracuse, Utah

Check it out!
FalconClub.com

Event Dates

***National Meet
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FALCON



2021

NATIONALS



IRVING, TX

Kenneth P. Vassey



2021 ANNUAL FALCON NATIONALS

JULY 7-10, 2021

IRVING, TEXAS

The Heart of Texas Chapter of The Falcon Club of America is pleased to announce the 2021 Falcon Nationals will be held July 7th through the 10th, 2021 at the Sheraton Dallas/Fort Worth Airport in Irving, Texas.

A special room rate of \$119 per night has been negotiated with the hotel. The rate includes two full buffet breakfasts per room. The awards banquet will be a plated chicken or veggie dinner held at the hotel. Tickets to the awards banquet will be \$35 each.

The Heart of Texas Chapter is planning a full schedule of activities including a Ladies Tea. Ladies Tea tickets will be \$25.

The Ladies Tea theme for 2021 is "Best Little **House in Texas". Bring your imagination and join us for a Texas Style tea party where pretty much anything goes. Choose your favorite colors for your hat and meander on over to the party. We are fixin' to have a real good time. Seating is limited to a total of 60 people, so register early. See y'all there! Other show activities are still in the planning stage, so please check the 2021 Falcon Nationals website www.falconclub.com/nationalmeet for more information, which will be posted when it becomes available.

The hotel is now accepting reservations. Please see the link on the 2021 National website.

FOURTEEN IN A FALCON BUS

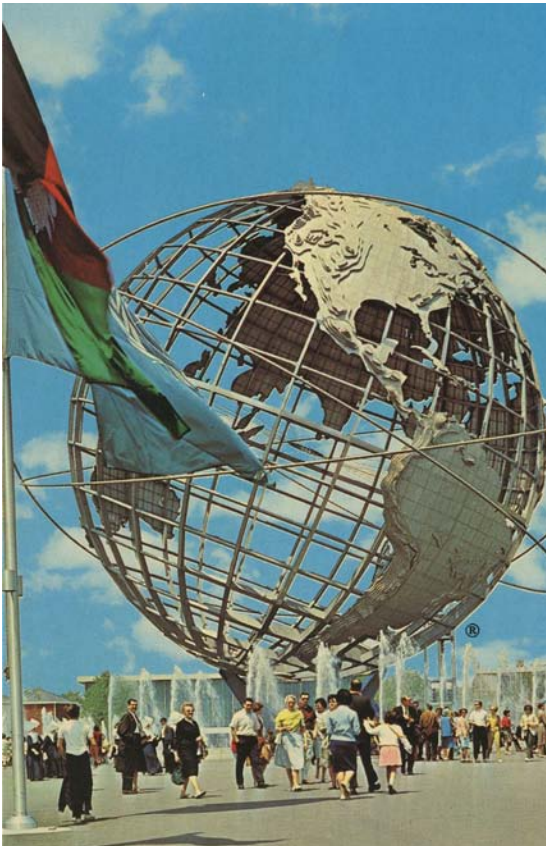
A FEW THOUSAND MILES WAS NO OBSTACLE TO THE PRICES WHO TRAVELED TO THE FAIR IN STYLE



The happy group, pictured above on their departure, included (left to right) Stephie, 14, holding Margaret, 3 months; Mike, 12, and Pat, 13, seated in bus; Maureen, 9, standing; Anne, 2, Sean, 4, and Sheila, 5, sitting on step; Mary, 10; Mrs. Price, Kevin, 7, and Tim, 6 in the front seat; and finally, Father Price, holding Kathy, age 1.

The Jess Price Family from Las Cruces, New Mexico, was able to take in the New York World's Fair last summer, thanks to the convenience and economy of their Ford Falcon bus. At the time they made their visit, the family was one of the largest to be entertained at the Fair. The Prices,—all fourteen of them—made the trip from New Mexico in just three days, spent a week at the Fair, and visited relatives in New York and Pennsylvania on their way home. They traveled as light as possible, yet managed to include in their luggage three changes per child, plus a food chest and a Thermos jug.

—Article by John M. White
Ford Times, May 1965



NEW YORK WORLD'S FAIR

- Symbolized by a 12-story-high, stainless-steel model of the earth called the Unisphere
- Admission price for adults (13 and older): \$2 in 1964, \$2.50 in 1965; \$1 for children (2–12) both years
- More than 51 million people attended the fair
- 149 pavilions featured 110 restaurants—debuted the Belgium waffle; featured a New Mexico taco, Japanese tempura, Indian tandoori chicken, Brazilian and Irish coffees, frozen bananas, and shoo fly pie
- Held at Flushing Meadows–Corona Park in Queens, New York City.
- Ran for two six-month seasons, April 22–October 18, 1964 and April 21–October 17, 1965.
- Theme: “Peace Through Understanding” dedicated to “Man’s Achievement on a Shrinking Globe in an Expanding Universe”
- Many attendees had their first interaction with a computer
- Ford Mustang introduced to the public at its pavilion on April 17, 1964.
- Ford Pavilion featured the “Ford’s Magic Skyway” ride, in which guests rode in Ford convertibles past scenes featuring dinosaurs, cavemen, and a futuristic cityscape
- At the Pepsi Pavilion: Pepsi-Cola Presents Walt Disney’s “It’s a Small World”—a Salute to UNICEF and the world’s children
- General Electric sponsored “Progressland” where an audience was seated in a revolving auditorium called the “Carousel of Progress”

1960-70
Ford
Falcon

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*(\$5.00 each for international postage)

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CLASSIFIED

FALCONS FOR SALE



1960 Falcon two-door sedan, Body 64A, Birth Date: 5 April 1960, San Jose, CA. White, rust free, second owner, original owner San Diego, CA. Fordomatic two-speed on column. Rear axle 3.10. 13" rims, four lugs. 59,000 original miles. Head upgrade to receive unleaded gas. Has California emissions upgrade. New windshield front, rear new window gasket. 144 Cubic inch original engine. Contact: Mike, \$12,000 or best offer. 512-310-9913, leave message or pphotrod@sbcglobal.net. Round Rock, TX. 200806



1961 Sedan Delivery. Bruce Ahlquist has decided to sell his beautiful Sedan Delivery. It's a V-8, has disc brakes and a flawless body and paint. He is asking \$27,500. If interested give him a call, 508 769 5429. MA. 200901

1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR 1/4 damage, price includes two full L/R quarter panels \$2,995. **1963 Falcon four-door Deluxe, project;** 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3495. 1951 Ford two-door Sedan; Flathead V-8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$5,995 OBO. Call or email Lenny at 970-593-1964 or lenkellogg@lpbroadband.net or visit us at www.kelloggsgarage.com. CO. 200921

1963 Falcon Futura two-door Sedan, Body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V-8, 260, automatic, and power steering. It has bucket seats with a console. This car drives as new. The trunk area is as new. Can send pictures. NO RUST ever. \$13,900. Call Steve, 360-430-0143. WA. 200920



1963 Retractable hardtop. This car is home built and I have had it at several Nationals. It has won best of show, Ladies Choice, and been in the Master's group. I have had a lot of fun with this car but I would like to pass it along. I have other projects and I'm running out of room. This car has a EFI 302 with a AOD transmission. The car is stretched 4" and has a lot of modifications including electric windows. The trailer and all the literature goes with the car as well. I will be happy to visit with interested parties and send videos of everything. Contact Tim Sutherland. 316-655-0697 or email tim@sutherlandbuildersinc.com, First \$26,000 takes it home. Wichita, KS. 200911



1965 Falcon Futura Convertible, Body 76A. Rare combination of options, 289, four-speed, Raven Black, Ivy Gold Interior, black top, and previous FCA National best of show winner. The car has 61,000 actual miles and has had a pampered life. Mechanically everything is fresh, body is solid and paint is older but shines like new. Can send more info and pictures. \$24,500 Call Paul, 612-741-4989, MN. 200812

1965 Falcon Futura convertible, 289 V-8, auto transmission. One repaint in original honey gold with redone ivy gold interior. Beautiful rust free original car (original paint still on floor boards). Driven to many regional and National Meets, winning class awards. Fly in and drive it home. We're only 15 minutes from Portland, Oregon Intl. Airport. \$20,000. Doug Nelson, phone 360-693-6091 or karalie@att.net. OR. 200916



1965 Falcon Ranchero Black/Black, complete restoration. Professionally built 331 cu.in. V-8, new top loader four-speed, new Currie .9" posi-rear, new paint, new interior, chrome and stainless polished. New tires, wheels, rack and pinion power steering. Over \$40K invested; \$23,000. George, 860-930-2232. CT. 200812



1966 Falcon Futura, bucket seat, original 200 CID/120hp inline-six engine with C4 transmission. New parts added: single-barrel carburetor, spark plugs, ignition cap, ignition coil, rotor, outer tie rods, upper/lower control arms, alternator, distributor, relay switch, struts on all four wheels, fuel pump, custom exhaust with Flowmaster 40 muffler. Extra parts Included: new mirrors, four 14" wheel covers for Ford Galaxy. \$3,900 OBO. For more information, contact Matt at 914-450-7012. 200910



1966 Falcon Futura Wagon, paint, body and interior excellent. 289 four-bbl auto trans, manual steering/brakes. Headman headers long tube, electronic ignition. Alloy wheels 15", too many new parts to list. Excellent buy for \$15,000. Call Danny, 317-494-6370 and leave name and number. Extra parts/books go with it. IN. 200910

PARTS FOR SALE

1960-67 Falcon Wagon/Sedan Delivery tailgate cranks w/keys, single action gate, good used to NOS: \$195 to \$495. 1966-70 Sport Coupe vinyl top trim, two pieces, rare, good driver quality, \$125 for the set; Econoline horn buttons, \$35 each, one left. 1964-65 horn buttons, nice chrome, \$25 to \$50 each; '63 taillight lens, one w/back-up, Glo-Brite, NORS, \$35 w/box. Used 1965 taillight lens, all four styles, \$150-\$200 per pair. NOS Falcon parklight lens, pairs: 1960, \$40; 1962-63, clear, \$40, amber, \$25; 1966-67, \$75. 1964 Futura Horn rings, driver quality to very nice: \$60-\$175. 1964 NOS taillight lens, no backups, \$95 a pair; w/back-ups, \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-61 Comet dash clusters, two to choose from, very nice chrome, \$225 each; '62-63 Futura 13" wheel covers, \$40-\$100.00 per set; '62 Futura front fender spears, good driver quality chrome, \$175-\$300 per pair. 1963 Mid-Model/Custom front fender spears, three sets of good-very good driver quality, \$100-\$200 per set. Nearly new six-cylinder header set, fits a 1966-70 engine bay, \$295; four-bbl manifolds OEM Ford, C6OE, \$125. (two) C4OE, \$395. 1964-65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. 1960-61 strut rods, good threads, clean, \$195 a pair; 1960 early air cleaner w/lid for a paper element, needs restored but rare, \$125; 1960 driver's side early "air box" attaches w/four screws, not the "J" hooks, clean, good door/hinge, \$100. 1960-62 electric wiper conversions; replace the vacuum wipers; complete

motor/armatures/wiring, \$250; three Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750. Body Parts: '60-70½ doors, fenders, hoods, trunk lids, one '63-65 hardtop top. What do you need? We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 200921

1967 Falcon parts. Hood edge trim, \$125. Gas tank, \$125. Gas sending unit, \$40. Rear window, \$100. Deck lid, \$100. Set of four 10" hub caps; set of four 14" hub caps; cream colored sun visors, rear view mirror. Make offer on any of that. Located near Detroit. Call, text or email for pictures and info, 248-613-9951. salexan8@outlook.com. 200914

1963 Falcon shallow tail light bucket without backup lights, \$40. Two 1963 tail light lenses w/o backup (Glo-Brite), \$10 each. 1960-63 Radio Antenna, \$30. All plus shipping. John Vannatta, 301-502 7694, vannattajo@gmail.com. 200805

1961 Falcon two-door wagon: Side window regulators, \$70 ea. Tailgate regulator, \$85. Tailgate glass, \$30. Drivers door regulator, \$60. Back seat, \$45. Partial interior trim, \$40. Six headliner bows, \$20 all. Grille, \$90. Headlight bezels, \$65 ea. Glovebox door, \$25. Dash SS strip, \$40. Jerry, TEXT 530-720-1590, Chico, CA. 200914

1965 289 heads cast #C5AE, dates 5B9, \$250; crankshaft, \$150; rods cast #C3AE, set of eight, \$100; valve covers, \$60. 1967 289 Hi Po heads, date on both heads 7H23, \$2,500. 1967 289 Hi Po block: date 7C20, \$2,500. 1967 289 distributor cast #C7OF-12127-B, date 7F30 \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 351 Man O'War block; part #087180; new never machined, \$2,000. 1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar / door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129, \$3,500. 1970 351 Cleveland 4V closed chamber heads: cast # DoAE, \$800. 1973 351C 4BL open chamber heads, cast #D3ZE; fresh \$800. 351C four-bbl exhaust manifolds one pair, \$450. Lots more 351 Cleveland parts!

390 tri power set up, \$2,250. 1969 428 CJ motor, \$8,500. 1966 428 short block with CJ rods cast #C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main long block \$6,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1968-70 428 CJ parts/ 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 200905

Estate Sale. Tom "TJ" Johnson from Green Bay, Wisconsin passed away last year and left a rather sizable collection of parts including a fully operational '67 Falcon. In settling his estate, we believe he would have wanted these items to stay "in the family" of his fellow Falcon enthusiasts. If interested, please contact us at the email below. We don't have a detailed inventory at the moment, but let us know if there is something specific you are looking for. Chances are we've got it! Thanks! johnwrjohnson6@gmail.com. 200823

1960-65 Falcon parts including hoods, fenders, doors, tail lights, chrome, door hinges, window cranks, very nice 1965 Mercury Caliente grille, 1965 Mercury Comet tailgate with chrome, and many more items. Bob, 806-683-3550. TX. 200999

Used Sprint air cleaner, original, needs rechroming, \$135. Falcon V-8 exhaust manifolds, \$175 pair. NOS parking lamp body assy., CoDF-13206-B, fits either side, \$115. Narrow pattern top loader four-speed front case, tag reads HEH-G, fits 260-289, \$200. Dagenham four-speed six-cylinder tranny, shifter, and bellhousing, missing one shift rod, \$400. NOS 260 emblem C4DZ-16228-C, \$65. NOS speedometer assembly C9DZ-17255-C, \$150. NOS parking brake cable, C4DZ-2A635-D in Ford box, fits 1965-65 convertible V-8, \$125. NOS 1967 Falcon speedometer cable, C7DZ-17260-A in Ford box, fits 1966-67 Falcon four-speed V-8, 73" long, \$85. Faria 8000 rpm tach, very nice, \$475. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA 01027 200999

1961-65 Ranchero tonneau cover, fits Craftec brand new white in color, \$40 plus shipping. I also have some 1961-67 Econoline parts. Contact me at mikehays50@gmail.com or by phone at 573-735-4355. MO. 200805

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1960 NOS Falcon Grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300 pair. 1965 NOS headlight assembly \$300 pair. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint/ Cobra California Air Cleaner w/PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box, w/linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated, w/top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon spears, perfect used, \$300. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. 1963-65 Falcon/Comet stainless steel V-8 motor mount heat shields, (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring (reproduction), \$45. 1964/1965 Passenger side front fender, \$145. 1964-65 Front/rear bumpers, \$165 ea. 1963-64 Falcon/Comet five-lug 13" wheel and tire, \$100. 1964-65 Falcon console, one new, \$899; one used, \$699. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale,

Hertz lighters, patches, signed posters, more items, more NoS, used and Scott Drake, & Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 200924

1961 Falcon: Hood, \$95. Hood hinges, \$95 pr. Drivers front fender, \$95. Motor mounts, \$50 pr. Steering wheel with horn ring, \$75. Dash gauge lens and bezel, \$50. Taillight bezels, \$15 pr. Blue Ox tow bar BX7330 Aventa with mount frame, \$395. '47 2N tractor, \$1,100. Jerry, TEXT 530-720-1590. CA. 200914

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible—no engine, transmission, or rear end, V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 200920

Parts for 1960-65 Falcons including hoods, fenders, doors, tail lights, chrome, door hinges, window cranks, a full set of 1965 chrome, and a nice '65 Mercury Caliente grille. I have 13" and 14" four-lug wheels, \$20 each and 13" and 14" five-lug wheels, \$25 each. Bob, 806-683-3550. TX. 200799

PARTS WANTED

Center console for 1964 Falcon convertible. Please contact Stan at sjbetark@comcast.net with condition and price. 200808

Falcon 289 HiPo exhaust manifolds. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 200924

WANTED: 289 Hi Po San Jose built four-speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65. 3939-5 fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB/C8OF-AA; also DoOF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. 200905

1967 Falcon headlight doors—the trim that goes around the headlights. I'm looking for both sides and nice quality. Please call, text, or email Jeff Engelman at 970-460-6363 or jeff@engelmann.net. 200809

1963 Falcon Deluxe two-door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 200809

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number.

- Please try to limit your ad to 50 words. Ads will be edited for space as needed.

Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 20th of the month, two months before publication month. For example, July 20 is the deadline for the September issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, FCA Editor, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. August 20 is the deadline for the October issue.

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Come check us out at the swap meet, 2019 FCA National Convention in Winter Park Colorado
We will have photos and Falcon parts for Sale. Call or email to setup your personal photo shoot!

"Naturally naked" and "sustainably snapped free range photography" and occasionally "vividly vintage" images.

NEWS FROM OUR FCA CHAPTERS



Metro Detroit member Bill Fox's daughter takes her place among the newest generation of classic car lovers. She says "thumbs up" to Falcons!



From Bruce Hartford of the Beef State Chapter: Car show today at the Lifehouse Church in Hastings, Nebraska. Had about 70 participants. Nice cool breeze and occasional clouds made it comfortable.



Dewey Dilcher of the Erie Canal Chapter posted a "Modified Model Monday" on their Chapter Facebook page.

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